

REMARKS/ARGUMENTS

The Office Action of March 24, 2006, has been carefully considered.

It is noted that claims 1-19 are rejected under 35 U.S.C. 102(b) over the patent to Allen.

After review of the Examiner's rejection of the claims Applicant has amended claims 1, 14 and 19, and added new claims 20-22.

At this time, Applicant wishes to thank the Examiner for taking the time to speak with Applicant's representative and for the constructive comments made during the discussion.

Applicant has, as suggested by the Examiner, amended the independent claims to recite that substantially the total number of building occupants in the building is determined. There is no disclosure of this by Allen.

Allen recites in column 12, lines 45-64: "a conventional load sensor is attached to the motion controller 72 and is operatively connected to the elevator communication system 18 and to the elevator controller 16. The elevator controller 16 is programmed to evaluate the available load capacity of the elevator car 20 by determining a live load weight within the car as established by the load sensor and comparing this weight to the predetermined total live load capacity of the car. As the elevator car 20 responds to the activation of hall call stations 104 within a run, the car will stop at signaling floors until the safe operating capacity of the car is reached, at which time the elevator car will not respond to additional signal hall call stations. When a live load weight exceeds the capacity, the elevator controller 16 activates the audible car notification device 96 and does not permit the motion controller 72 to energize the door motion controller 130. After the load sensor indicates a live load below the safe operating capacity, the elevator controller 16D-activates the audible car notification device 96 and allows the motion controller 72 to

energize the door motion controller 130.”

Allen simply recites that a load sensor can determine the capacity of an elevator car during the evacuation that gives absolutely no suggestion that the number of floor occupants could have been estimated by using the load sensor during the normal use of the car and that this number is important and could have been then used in the evacuation procedure. Allen discloses a method of emergency evacuation of a building with elevators which does not include the step of determining the number of building occupants. At most, Allen only determines the number of occupants in a single elevator car but, as previously mentioned, gives no indication that this information can be used to determine the number of occupants of the entire building or on the specific floor.

As an example, in the present invention the passengers do not simply push a call button but instead must enter the number of the destination floor in a keyboard outside the cage either by manual keyboard entry or by wireless transmission. A control unit of the elevator installation is thus made aware of all requested destination floors and can optimize the cage trips in the best manner. The elevator control unit is at the same time made aware of all passengers leaving the elevator cage for a predetermined destination floor and can in this way calculate the number of persons present in the building at any given time. Thus, the destination call keypad also allows the elevator control to know how many building occupants are present on a predetermined floor.

Although Allen discloses a method of evacuating a building with elevators, there is no disclosure of a method or a system as recited in the claims presently on file in which substantially the total number of occupants in the building is determined.

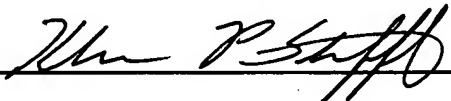
In view of these considerations, it is respectfully submitted that the rejection of claims 1-19 under 35 U.S.C. 102(b) over the above discussed reference is overcome and should be withdrawn.

Reconsideration and allowance of the present application are respectfully requested.

I hereby certify that this correspondence is being deposited with the United States Postal Service with sufficient postage as First Class Mail in an envelope addressed to: Mail Stop Amendment, Commissioner for Patents, P.O. Box 1450, Alexandria, Virginia 22313-1450, on June 22, 2006:

Klaus P. Stoffel

Name of applicant, assignee or
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Signature

June 22, 2006

Date of Signature

KPS:mj

Respectfully submitted,



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